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Fair and Warmer.

Last Day of that
Special Herald
Offering—Complete
Fall Outfit, Worth \$21.50

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And you want to take advantage of it, for the saving is well worth while. Any \$15.00 Suit, Any \$2.50 Fancy Vest, Any \$2.50 Fall Hat, And a pair of Adler's \$1.50 Gloves—
A \$21.50 Outfit for \$17.59.

Top-coat Specials

\$12.85 Top-coat, \$9.75.
\$18.50 46-in. Fall Overcoat, \$13.75.
The best line of Fall Overcoats, Top-coats, and Rain Coats in America.

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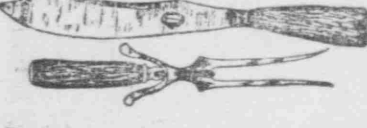
D. J. KAUFMAN
1005-7 Pa. Ave.



Our Steamship System opened in the presence of customers with the Sanitary Oyster Knife, which prevents the touching of each oyster by the shucker. Broiled Live Lobster, Sea Food, Steaks, Chops, etc., well cooked and completely served by capable waiters. Everything new and clean.

SANITARY OYSTER HOUSE,

1422 Pennsylvania Ave.
Edward M. Colford, Prop. Phone 2141.



Here's an exact illustration of the handsome 2-piece Stag Handle Carving Set, with similar blades fully guaranteed as to quality of steel, that we're offering special.

\$1

John B. Espey, 1010 Pa. Ave. N.W.

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SCHOOL BOARD UPHHELD

Comptroller Tracewell Sustains Dismissals.

LONG CONTROVERSY IS ENDED

Comptroller Also Authorizes Payment of "Officers" if They Have Held Their Offices Under New Law from July 1—No Decision in the Case of Principal Swartzell.

The action of the board of education in dismissing J. B. Clark, formerly supervising principal, and Mrs. Anna J. Love, formerly principal of the M Street High School, and appointing a successor to them, R. J. Tracewell, and W. T. Jackson, is sustained in a decision of Comptroller of the Treasury Tracewell, submitted to the Commissioners yesterday.

The decision of the Comptroller ends a controversy between the board of education and the dismissed teachers which has continued since the appointment of the latter's successors in September last.

Entitled to Their Pay.

Regarding the payment of the supervisor of the manual training school, the director of intermediate instruction and the supervising principals of schools whose pay has been delayed by reason of their being styled "officers" under the new law, the Comptroller holds that the mere fact that the pay of persons holding these positions has been appropriated for under the head of school teachers does not change their official character and that they should therefore be paid in twelfths and are entitled to their pay from July 1 last, if they have been retained in their respective positions under the new law.

The Comptroller gives no decision in the case of the resignation of M. F. Swartzell, former principal of the Eastern High School or his successor, as the question of money is not involved. The question, he says, is purely academic, and one he declines to decide, as the question is not within the jurisdiction of the Comptroller.

Board Has Full Powers.

With regard to the question of legislation out of office A. T. Stuart, former superintendent of schools; I. G. Myers, former assistant superintendent of schools; W. S. Montgomery, former assistant superintendent of schools; P. M. Hughes, former director of high schools, and J. A. Chamberlain, former director of manual training schools, the Comptroller holds that the members of the board of education can use their own discretion in the matter of appointments and dismissals, and that provision was only made under the new law that teachers who were to be appointed should be exempted from taking the examination.

Comment on the question of the dismissal of Mrs. Cooper and Mr. Clark, the Comptroller says, would be highly improper, the Comptroller being called upon to decide only legal questions, but after a minute examination he is unable to find any language in the new act restricting the rights granted the board in the matter of appointments and dismissals of teachers.

Dismissal Question Perplexing.

The question of the dismissals of Mr. Clark and Mrs. Cooper, and the payment of their salaries to their successors, the Comptroller says, is perplexing, because of the difficulty of interpreting the law under which the board of education acted in making the changes. It was of necessity, he says, to determine whether the places as teachers now held by Messrs. Jackson and Bruce, under the new law, belong to Mrs. Cooper and Mr. Clark.

It was contended by those representing Mrs. Cooper and Mr. Clark that, under the new law, each of them was retained in the present school system in the places they formerly held under the old law, no charges having been made which either had notice or opportunity to defend; that, necessarily, they are now holding their old positions, and are entitled to the salaries attached to these places, notwithstanding the attempted appointment of their successors.

Comptroller Tracewell holds that the passage of the act, are merely exempt from examination, either mental or physical, in order to be retained in the service of the schools.

Written Charges Unnecessary.

It was also insisted that it was beyond the power of the board to dismiss Mrs. Cooper or Mr. Clark without first having preferred charges against them in writing, giving an opportunity to attend the hearing. On this subject the Comptroller says:

"This latter contention under the provision of section 19 of the act, which reads, 'When a teacher is on trial or being investigated, he or she shall have the right to be attended by counsel, and at least one friend of his or her selection is to be present, and to be continued or appointed by the board.'"

"I therefore attach no legal significance to the fact of the dismissal of Mrs. Cooper and Mr. Clark by the board."

WOULD TAG ALL CHAUFFEURS.

Secretary Woodward, of Automobile Board, Recommends Badges.

If the recommendations made in a report to the District Commissioners by S. Woodward, secretary of the Automobile Board of the District, are adopted, chauffeurs and operators of motor vehicles will be required to wear a badge pinned upon their clothing in a conspicuous place bearing the words "registered chauffeur No. —, District of Columbia." It shall also be unlawful for a chauffeur to whom a permit has been issued to voluntarily permit any other person to use the vehicle, or to wear his badge, or a fictitious badge. It is further recommended that all motor vehicles be required to display conspicuously a metal sign approximately two inches in diameter, stamped with the words "registered motor vehicle, District of Columbia," and the number of the automobile.

Recommendation of the last annual report is renewed that a fee of \$1 be paid for the registration and assignment number of vehicle, owned in the District, and also a fee of \$1 for a permit to operate motor vehicles, other than tourists or non-residents, for their use for a transient sojourn only in the District, such fees to include the seal and badge. As far as is known by the board the District is the only municipality at present that does not require such a fee.

There were registered 506 motor vehicles of all kinds at the close of the fiscal year and permits had been issued to 237 operators from the date of the first examinations held August 11, 1903.

Asks Separate Maintenance.

Mabel A. Dodson, in a suit filed yesterday in the District Supreme Court, against her husband, Chester A. Dodson, petitions the court to grant her separate support and maintenance, and the costs of the proceedings. She alleges they were married in Alexandria, Va., March 4 last, and that her husband deserted her in April.

Proper Entering for Weddings. Get Estimates from La Feta. Fancy less for All Occasions.

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THE WASHINGTON HERALD, SATURDAY, OCTOBER 13, 1906.

NORTHEAST IMPROVEMENTS.

Citizens' Association Urges Street Work and Fire Protection.

The citizens of the northeastern section of the District met at Langdon, Thursday evening under the auspices of the Northeastern Suburban Citizens' Association, to discuss the needs of that section for street and other improvements. President E. A. M. Lawson, presided, and submitted for consideration several propositions of interest to citizens of this vicinity.

Secretary L. H. Patterson, as chairman of the committee on streets and light, stated that the streets mostly in need of early attention were Evans and Franklin streets; that bill S. 349, introduced by Senator Teller, at the last session of Congress, was being pushed for completion of the street to Evans street, and for the grading and macadamizing of Mills street from Twentieth street to Evans street, and should be urged to passage at the earliest possible date. He also said, while Mr. Allen, the electrical engineer, had promised to provide lamps for Jackson street and Evans street, when the funds were available, the necessities referred to were surrounded with many houses—were still in darkness.

On motion, the executive committee was instructed to urge the passage of bill S. 349, and, as a means of early relief, the secretary was instructed to request the Commissioners to order that the chain gang be used to grade Evans street from Twentieth street to Twenty-fourth street, and Franklin street from Twenty-second street to Twenty-fourth street, this being necessary that pavements be laid on those streets.

On the recommendation of President Lawson, the Board of Education is requested to request the Commissioners to order that the Lankford schoolhouse be enlarged to an eight-room building.

On motion of Mr. Frank Hatley, the secretary was instructed to request the District electrical engineer's attention to his promise to put lamps on Jackson street between Eighteenth and Twentieth streets.

The question of the improvement of Mills avenue being considered, the executive committee was instructed to have bill S. 232, providing for the widening of Mills avenue from Twenty-fourth street to Rhode Island avenue, changed to conform to the highway act, and urge its early passage by Congress.

I. J. Baker stated that the prospects were favorable for having the proposed sewer run from the Eastern Branch, Evans street, Langdon, in the near future.

The secretary was instructed to request the District Commissioners to incorporate in their estimates to Congress a sufficient amount to continue the improvement of Rhode Island avenue to South Dakota avenue.

The question of the fire-apparatus house being considered, it was decided to complete the temporary building as soon as possible, and the secretary was instructed to request the Commissioners to provide in their estimates for a permanent engine house, and a steam engine for this section of the District.

After a free exchange of views relative to the different projects for northeastern improvements, the meeting adjourned.

FOR UNDERGROUND WIRES.

Report to Commissioner Shows Miles of New Conductors Opened.

In response to a request from Commissioner Macfarland for information regarding the removal of overhead wires and poles from the streets of the city, Electrical Engineer Allen reported yesterday that since 1890 the electrical department has removed approximately 530 poles and 400 miles of overhead wires. Sixty-six miles of cable and ten miles of conductors have been constructed. Of this cable, approximately fifty miles is drawn in conduits belonging to the Chesapeake and Potomac Telephone Company, fifteen miles into conduits belonging to the District of Columbia, and one mile into a conduit belonging to the Washington Railway and Electric Company.

Of the 45 fire-alarm boxes in service, 101 of them are connected with underground cable, or about 47 per cent. Of the twenty-six fire department companies, twenty-one are connected with underground cable, and of the twelve police stations, eight have underground system. There are twenty schoolhouses connected with the underground system and twenty-five miscellaneous buildings.

Since the passage of the act of Congress requiring the removal of telephone poles and wires, approved June 20, 1902, the Chesapeake and Potomac Telephone Company has reported a large amount of work completed. This act defines certain limitations within which it was mandatory upon the company to remove its poles and wires. The company did not confine its work to this area, however, and has removed a great portion of the overhead construction work in other portions of the District.

More poles and overhead wires were removed from streets without the prescribed area than within that area.

One thousand three hundred and eighty-four miles were removed from alleys within the prescribed area, and 123 miles of wire from streets within that area.

From the alleys outside of the prescribed area 616 miles of wire have been removed and from the streets outside that area 620 two hundred and forty-two poles have been removed from alleys inside the prescribed area and 123 from the streets. In the outside area 80 poles have been removed from the alleys and 295 from the streets.

The Postal Telegraph Company is now making arrangements for the removal of the greater part of its poles and wires.

Commissioner Macfarland, yesterday that he was highly gratified at the progress made in removing overhead wires of the work, a matter to which he had given special attention in the interest of the beauty of the city and also of safety and speed in the operation of the fire department.

SPACE AT JAMESTOWN.

Definite Arrangements for Exposition Plans Will Be Made To-day.

Definite arrangements for the amount of space to be reserved at the Jamestown Exposition will be made to-day, when the joint committee of the three local trade bodies meets to take up the question.

This committee is composed of J. H. Small, of the Board of Trade; D. J. Kaufman, of the Business Men's Association, and Ross P. Andrews, of the Jobbers and Shippers' Association. The committee was held yesterday, but owing to the absence from the meeting of Mr. Kaufman the meeting was postponed until 11 o'clock to-day.

Mr. Small said that he had received about twenty-five applications for space. The committee has already done some excellent missionary work, and its members have tried to impress the business community that a great opportunity is offered the merchants of the city to give the widest possible advertisement to the city and its advantages as a trade center by sending nice displays to this exposition. The committee has met with much encouragement, and is feeling cheerful over the prospect of having a creditable showing of Washington-made goods at the fair.

Now It Is "Controller" Tracewell.

R. J. Tracewell, comptroller of the Treasury, yesterday bowed to the decree of the President in the matter of simplified spending. His annual report, just issued, announces that it is that of "Controller" Tracewell.

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WANT REPRESENTATION

Brightwood Citizens Adopt Resolutions for Delegate.

MEETING ENTHUSIASTIC ONE

Among Other Things Asked For Is Through Car Service to District Line and Purchase by District of Water Front for Dockage.

The Brightwood Citizens' Association held its initial meeting of the year at the Brightwood Hotel last night. A great deal of business was transacted, and the evening was enlivened by a number of good stories. A great number of resolutions were presented, and provoked considerable discussion. Louis P. Shoemaker, president of the association, presided, and J. E. Keene acted as secretary in place of his brother, W. G. Keene, who is ill.

When the meeting was called to order C. C. Lancaster took the floor, and after speaking at some length of the deprivation of the citizens of the District of Columbia of any voice in their government, and the expenditure of money they had paid in taxes, and laying particular stress upon the fact that they had no representative in the Congress of the United States, elected by them, while the Territories of Arizona, New Mexico, Alaska, Hawaii, and Porto Rico are all given this right and privilege, he introduced a resolution directing attention to the great injustice being done the citizens of the District in preventing them from electing a delegate to Congress to represent them in their constitutional rights.

Appeals to All Citizens.

He appealed to all fellow-citizens in the District to petition Congress to pass a law giving the Territory of the District of Columbia a Delegate in Congress, to be elected by the people of the District. He also asked that a copy of the resolution be transmitted to the other citizens' associations, with the request that they concur in the action. The resolution was adopted by a large vote.

Resolution for Through Cars.

Mr. Lancaster then introduced another resolution in favor of through cars to the District line without transfer. In this resolution he pronounced the practice of the Washington Railway and Electric Company in transferring passengers going out Brightwood avenue at Seventh street and Brightwood avenue a great inconvenience to the patrons of the road. He said that this transfer met with the universal objection of all patrons of the road, and prevented not only the development of the district north of the boundary, but deprived the company itself of a large revenue by reason of the fact that owing to this inconvenience the public would not patronize the road.

Want Nuisance Abated.

He concluded by asking that a committee of five members of the association be appointed to confer with similar committee of the Petworth, Brightwood Park and Takoma Citizens' associations and Business Men's Association of the District of Columbia for the purpose of arranging a mass meeting of all patrons of the road to voice their indignation and to call upon Congress to abate the nuisance of this dumping ground at Florida avenue and Seventh street. The resolution was adopted.

Mr. Shoemaker then vacated the chair, and after explaining the condition of the road, he introduced a resolution calling upon the District authorities to macadamize this street so that it may be made passable before winter sets in. He pointed out that the street had been made a public highway by donation of the land owners and the District government had graded it along its entire extent. Recent rains, he said, had made it almost impassable. He concluded by remarking that the property owners had been paying taxes for a long period without any city advantages or public improvements, and that they had a right to request this expenditure. The resolution was adopted.

Asked for Street Lights.

Mr. Moreland introduced a resolution calling attention to the unimproved condition of a large portion of Rock Creek park and the narrow and dangerous roadways. He asked that the roadways be widened and lighted with electricity, to make travel safe by night as well as in the daytime. He said that he desired to express appreciation and gratitude of the work done on the Military road, and asked that the old Joshua Pierce house on Linnear Hill be opened as a museum to be used in connection with the National Association for the Advancement of Colored People, and that the association be asked to record in favor of the resolution.

Much Government Land.

That a large portion of the frontage of the city on the Potomac and Anacostia rivers was held, acquired by railroad companies and the United States government, thus leaving but little territory for business purposes, was brought to the attention of the association by A. Burdett, who asked that the District government acquire some of this river frontage for public dockage facilities. This recommendation was also adopted.

Mr. Shoemaker again vacated the chair at this point and introduced a resolution dealing with the financing of the District government. He went over the question thoroughly, and declared himself in favor of a long-term loan. His resolution and speech were heartily applauded. No further business was brought forward, and Chairman Shoemaker adjourned the meeting, and a buffet luncheon was served.

Meigs Appears for Company.

John Meigs, superintendent of the Penn Bridge Company, which concern is under indictment in the District, being charged with the violation of the eight-hour law in connection, it is alleged, with work done by them on the Piney Branch Bridge, appeared and answered for the company yesterday, when it was argued before Judge L. R. Smith in Criminal Court No. 1. The company was held under \$500 bond to appear for trial.

Hurt by Fall Down Stairs.

Two fractured ribs and severe bruises about the body and legs were sustained by John Meigs, sixty-five years old, when he accidentally fell down a flight of stairs at the Sherman Hotel, New Jersey avenue and C street northwest, about 10 o'clock last night. He was sent to the Casualty Hospital, where, the surgeons state, he will recover. Meigs is an employee of the hotel.

Want Control of Road.

The question of securing control of the Conduit road by the District government is under consideration by the Commissioners, and necessary efforts will be made to secure legislation at the coming session of Congress by which the change will be made. The road is now a United States government reservation.

Maj. McLenore on Rifle Board.

Maj. Albert S. McLenore, assistant adjutant general and inspector of the Marine Corps, has been appointed a member of the National Board for the Promotion of the Rifle Practice, vice Maj. Louis Magill, Marine Corps, who has been detailed for duty in the Philippines.

The Finest Sea Food of all kinds.

Noon lunch, Johnson's Cafe, 12th & E.

NO CONFERENCE HELD.

Mr. Spencer Had Arranged No Meeting with President O'Connell.

There was no conference yesterday between the president of the International Association of Machinists and General Manager H. B. Spencer and Mechanical Superintendent Stewart, of the Southern Railway, in regard to a settlement between the railway company and the machinists employed in its shops.

Mr. Spencer, when seen yesterday afternoon, denied the story that a conference had been arranged. He said that he gave no one authority to make that statement. No action has been taken in the matter.

President O'Connell, of the machinists, seemed very optimistic when seen yesterday. He said that he hoped to effect an early settlement of the differences between his body and the Southern Railway. There is no bad feeling existing between the men and the company, and while this state of affairs continues, he said, he looks forward to an early and favorable settlement.

Mr. O'Connell has just returned from a business trip to Cleveland, Toledo, Indianapolis, and other cities in the Middle West. There is considerable